Notice No.3

Rules and Regulations for the Classification of Special Service Craft July 2017

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: December 2017

Amendments to	**Effective date**	**IACs/IMO implementation (if applicable)**
Part 1, Chapter 1, Sections 3 & 5	1 January 2018	N/A
Part 1, Chapter 2, Sections 2, 3 & 4	1 January 2018	N/A
Part 1, Chapter 2, Section 3	1 January 2018	1 January 2018
Part 1, Chapter 2, Section 3	1 January 2018	1 January 2019
Part 1, Chapter 3, Sections 1, 4, 5 & 7	1 January 2018	N/A
Part 1, Chapter 4, Sections 1, 3, 4, 6 & 12	1 January 2018	N/A

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Part 1, Chapter 1
General Regulations

■ *Section 3*
Technical Committee

3.1 ~~LR's Technical Committee is at present composed of a maximum of 80 members which includes:~~ LR maintains a Technical Committee, at present comprised of a maximum of 80 members, and additionally an Offshore Technical Committee with specific responsibility for LR's Rules for Offshore Units, at present comprised of a maximum of 80 members. Membership of the Technical Committees includes:

Ex officio members:

- Chairman and Chief Executive Officer of Lloyd's Register Group Limited
- Chairman of the Classification Committee of Lloyd's Register Group Limited

Members Nominated by:

- Technical Committee or Offshore Technical Committee
- Professional bodies representing technical disciplines relevant to the industry
- National and International trade associations with competence relevant to technical issues related to LR's business

3.2 In addition to the foregoing:

(a) Each National or Area Committee may appoint a representative to attend meetings of the Technical Committees.
(b) A maximum of five further representatives from National Administrations may be co-opted to serve on the Technical Committees. Representatives from National Administrations may also be elected as members of the Technical Committees as Nominated Members.
(c) Further persons may be co-opted to serve on the Technical Committees by the relevant Technical Committee.

3.3 All elections are subject to confirmation by the Board.

3.4 The function of the Technical Committees is to consider:

(a) any technical issues connected with LR's business;
(b) any proposed alterations in the existing Rules;
(c) any new Rules for classification;

Where changes to the Rules are necessitated by mandatory implementation of International Conventions and Codes, or Common Rules, Unified Requirements and Interpretations adopted by the International Association of Classification Societies, these may be implemented by LR without consideration by the relevant Technical Committee, although any such changes ~~will~~ may be provided to the Technical Committees for information.

Where changes to the Rules are required by LR to enable existing technical requirements within the Rules to be recognised as Class Notations or Descriptive Notes, these may be implemented by LR without consideration by the relevant Technical Committee, although any such changes will be provided to the relevant Technical Committee for information.

3.5 The term of office of the Chairman and of all members of ~~the~~ each Technical Committee is five years. Members may be re-elected to serve an additional term of office with the approval of the Board. The term of office of the Chairman may be extended with the approval of the Board.

3.6 In the case of continuous non-attendance of a member, the relevant Technical Committee may withdraw membership.

3.7 Meetings of the Technical Committees are convened as often and at such times and places as is necessary, but there is to be at least one meeting in each year. ~~Urgent matters~~ Matters may also be considered by the Technical Committees by correspondence.

3.8 Any proposal involving any alteration in, or addition to the General Regulations, of Rules for Classification is subject to approval of the Board. All other proposals for additions to or alterations to the Rules for Classification other than the General Regulations, will following consideration and approval by the relevant Technical Committee either at a meeting of ~~the~~ that Technical Committee or by correspondence, be recommended to the Board for adoption.

3.9 The Technical Committees ~~is~~ are empowered to:

(a) appoint sub-Committees or panels; and
(b) co-opt to the Technical Committee, or to its sub-Committees or panels, representatives of any organisation or industry or private individuals for the purpose of considering any particular problem.

■ *Section 5*
Applicability of Classification Rules and Disclosure of Information

5.1 LR has the power to adopt, and publish as deemed necessary, Rules relating to classification and has (in relation thereto) provided the following:

(a) Except in the case of a special directive by the Board, no new Regulation or alteration to any existing Regulation relating to classification or to class notations is to be applied to existing ships.

(b) Except in the case of a special directive by the Board, or where changes necessitated by mandatory implementation of International Conventions, Codes or Unified Requirements adopted by the International Association of Classification Societies are concerned, no new Rule or alteration in any existing Rule is to be applied compulsorily after the date on which the contract between the ship builder and shipowner for construction of the ship has been signed, nor within six months of its adoption. The date of 'contract for construction' of a ship is the date on which the contract to build the ship is signed between the prospective shipowner and the ship builder. This date and the construction number (i.e. hull numbers) of all the vessels included in the contract are to be declared by the party applying for the assignment of class to a newbuilding. The date of 'contract for construction' of a series of sister ships, including specified optional ships for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective shipowner and the ship builder. In this section a 'series of sister ships' is a series of ships built to the same approved plans for classification purposes, under a single contract for construction. The optional ships will be considered part of the same series of sister ships if the option is exercised not later than 1 year after the contract to build the series was signed. If a contract for construction is later amended to include additional ships or additional options, the date of 'contract for construction' for such ships is the date on which the amendment to the contract is signed between the prospective shipowner and the ship builder. The amendment to the contract is to be considered as a 'new contract'. If a contract for construction is amended to change the ship type, the date of 'contract for construction' of this modified vessel, or vessels, is the date on which the revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder. Where it is desired to use existing approved ship or machinery plans for a new contract, written application is to be made to LR. Sister ships may have minor design alterations provided that such alterations do not affect matters related to classification, or if the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the ship builder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to LR for approval. Recognising the long time period that may occur between the initial design contract and the contract for construction for offshore units for fixed locations, the date determining effective classification requirements will be specially considered by LR in such cases.

(c) All reports of survey are to be made by surveyors authorised by members of the LR Group to survey and report (hereinafter referred to as 'the Surveyors') according to the form prescribed, and submitted for the consideration of the Classification Committee.

(d) Information contained in the reports of classification and statutory surveys will be made available to the relevant owner, National Administration, Port State Administration, P&I Club, hull underwriter and, if authorised in writing by that owner, to any other person or organisation.

(e) Notwithstanding the general duty of confidentiality owed by LR to its client in accordance with the LR Rules, LR clients hereby accept that, LR will participate in the IACS Early Warning System which requires each IACS member to provide its fellow IACS members and Associates with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the ship which may be the specific property of another party), to enable such useful information to be shared and utilised to facilitate the proper working of the IACS Early Warning System. LR will provide its client with written details of such information upon sending the same to IACS Members and Associates.

(f) Information relating to the status of classification and statutory surveys and suspensions/withdrawals of class together with any associated conditions of class will be made available as required by applicable legislation or court order.

(g) A Classification Executive consisting of senior members of LR's Classification Department staff shall carry out whatever duties that may be within the function of the Classification Committee that the Classification Committee assigns to it.

Part 1, Chapter 2
Classification Regulations

■ *Section 2*
Scope of the Rules

2.2 Definitions

2.2.10 **Laid-up notation.** A craft not under repair or not actively employed may be assigned the **Laid-up** notation in order to maintain the ship in class subject to agreement by the Classification Committee. A general examination of the hull and machinery is to be carried out in lieu of the Annual Survey/Intermediate Survey. A general examination of the hull and machinery and an Underwater Examination (UWE) is to be carried out in lieu of the Special Survey, *see Pt 1, Ch 3, 2.1 General 2.1.3, Pt 1, Ch 3, 5.1 General 5.1.4* and *Pt 1, Ch 3, 7.1 Annual, Intermediate and ~~Docking~~ Bottom Surveys 7.1.3.*

■ *Section 3*
Character of classification and class notations

3.8 Other hull notations

3.8.1 **Ice Class.** A class notation for navigation in first-year ice conditions will be specially considered.

3.8.2 ***IWS.** This notation (~~In-water~~ In-Water Survey) may be assigned to a craft where the applicable requirements of LR's Rules and Regulations are complied with. (*See Pt 1, Ch 3, 4.3 ~~In-water~~ In-Water Surveys* and *Pt 1, Ch 4, 3.3 ~~In-water~~ In-Water Surveys*, *see also Pt 3, Ch 3, 2.37 ~~In-water~~ In-Water Survey requirements).*

3.8.8 **LA**. This mandatory notation is assigned where one or more lifting appliances are considered to be an essential feature of the vessel, e.g. cranes on crane barges, lifting arrangements for diving on diving support vessels.

3.8.9 **L̇A**. This mandatory notation is assigned where one or more lifting appliances are considered to be an essential feature of the vessel and have been classed by a recognised classification society other than LR and later transferred into class with LR. In such cases, a new Register of Ship's Lifting Appliances & Cargo Handling Gear (LA.1) will be issued in accordance with LR's *Code for Lifting Appliances in a Marine Environment, July 2017.*

3.9 Class notations (machinery)

(Part only shown)
3.9.1 The following class notations are associated with machinery construction and arrangements, and may be assigned as considered appropriate by the Committee:

[✠]LMC This notation will be assigned when the propelling arrangements, steering systems, pressure vessels and the electrical equipment for essential systems have been constructed, installed and tested under LR's Special Survey and are in accordance with LR's Rules and Regulations. Other items of machinery for propulsion and electrical power generation including propulsion gearing arrangements and other auxiliary machinery for essential services that are in compliance with LR Rules and supplied with the manufacturer's certificate will be acceptable under this notation. The system arrangements of propelling and essential auxiliary machinery are required to be appraised by LR, and found to be acceptable to LR. ~~See~~ This notation is assigned subject to the conditions in *Pt 1, Ch 2, 3.10 Application notes 3.10.2* being complied with.

MCH This notation will be assigned when the propelling and essential auxiliary machinery has been installed and tested under LR's survey requirements and found to be acceptable to LR. Items of machinery and equipment for propelling and auxiliary machinery for essential services supplied with the manufacturer's certificate will be acceptable under this class notation. The system arrangements of propelling and essential auxiliary machinery are required to be appraised by LR, and found to be acceptable to LR. ~~See~~ This notation is assigned subject to the conditions in ~~*Pt 1, Ch 2, 3.10 Application notes 3.10.1*~~ *Pt 1, Ch 2, 3.10 Application notes 3.10.3* being complied with.

3.11 Class Notations (Environmental Protection)

3.11.1 The following class notations are associated with the design and operation of a Special Service Craft and may be assigned as considered appropriate by the Committee, on application from the Owners:

ECO This notation may be assigned when the design and operation of a Special Service Craft are in accordance with the relevant requirements in *Pt 7, Ch 11 Arrangements and Equipment for Environmental Protection (ECO Class Notation)* of the *Rules for Ships*.

ECO(TOC) This notation will be assigned when the environmental protection arrangements are in accordance with the requirements of another recognised classification society and are essentially equivalent to Rule requirements and the craft is operated in accordance with the relevant requirements of the Rules.

UWN-M This notation will be assigned where a vessel has had its underwater radiated noise measured and certified in accordance with LR's *ShipRight Procedure Additional Design and Construction Procedure for the Determination of a Vessel's Underwater Radiated Noise.*

UWN-L ( ).This notation will be assigned where a vessel has had its underwater noise signature measured and certified in accordance with LR's *ShipRight Procedure Additional Design and Construction Procedure for the Determination of a Vessel's Underwater Radiated Noise* and the profile of the underwater radiated noise curve(s) are found to be less than the limits contained in the ShipRight Procedure. The parentheses are to contain the limit set in accordance with the ShipRight Procedure and listed therein.

3.12 Descriptive notes

3.12.6 **IHM**. This ShipRight descriptive note (Inventory of Hazardous Materials) will be assigned when the requirements in accordance with the relevant ShipRight procedures have been complied with.

■ *Section 4*
Surveys - General

4.5 Existing service craft and yachts - Periodical Surveys

4.5.1 Service craft are to be submitted to the periodical survey requirements as defined in *Pt 1, Ch 3 Periodical Survey Regulations for Service Craft*.

4.5.6 The Owner should notify the Surveyors whenever a craft can be examined in dry-dock or on a slipway. A minimum of two ~~Docking~~ Bottom Surveys are to be held in each five-year Special Survey period and the maximum interval between successive ~~Docking~~ Bottom Surveys is not to exceed three years. One of the two ~~Docking~~ Bottom Surveys required in each five-year period is to coincide with the Special Survey. Consideration may be given at the discretion of the Classification Committee to any special circumstances justifying an extension of the ~~Docking~~ Bottom Survey, not exceeding three months, provided the interval between successive surveys does not exceed 36 months. ~~The Classification Committee may accept an In-water Survey in lieu of the intermediate docking between Special Surveys, *see Pt 1, Ch 3, 4.3 In-water Surveys* and *Pt 1, Ch 4, 3.3 In-water Surveys*.~~ A ~~Docking~~ Bottom Survey is considered to coincide with the Special Survey when held within the 15 months prior to the date of the Special Survey.

A Bottom Survey is an examination of the outside of the craft's bottom and related items and is normally to be carried out with the craft in dry-dock. However, the Classification Committee may give consideration to alternate examination while the craft is afloat as an In-Water Survey, subject to provisions of *Pt 1, Ch 3, 4.3 In-Water Surveys* and *Pt Ch 4, 3.3 In-Water Surveys*.

Bottom Surveys are to be carried out in accordance with the requirements of *Pt 1, Ch 3, 4 Bottom Surveys – In Dry-Dock and In-Water - Hull and machinery requirements and Pt 1, Ch 4, 3 Bottom Surveys – In Dry-Dock and In-Water - Hull and machinery requirements.*

4.5.7 The interval between ~~dry-dockings~~ Bottom Surveys for craft operating in fresh water and for certain non self-propelled craft may, at the discretion of the Committee, be greater than that given in *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.6.*

4.5.9 The date of the last ~~examination in dry-dock or on a slipway~~ Bottom Survey will be recorded on the Class Direct website.

4.5.10 Survey requirements for ~~In-water~~ In-Water Surveys are given in *Pt 1, Ch 3, 4.3* ~~*In-water*~~ *In-Water Surveys* and *Pt 1, Ch 4, 3.3 In-*~~*w*~~*Water Surveys* as appropriate. The date of the last ~~In-water~~ In-Water Survey will be recorded on the Class Direct website.

Part 1, Chapter 3
Periodical Survey Regulations for Service Craft

■ *Section 1*
General

1.1 Frequency of surveys

1.1.1 The requirements of this Chapter are applicable to the Periodical Surveys set out in *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys*. Except as amended at the discretion of the Committee, the periods between such surveys are as follows:

(a) Annual Surveys, as required by *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.3*.
(b) Intermediate Surveys as required by *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.4*.
(c) ~~Docking~~ Bottom Surveys as required by ~~Ch 2,~~ *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.6* and *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.7*.
(d) Special Surveys at five-yearly intervals, *see Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.11*. For alternative arrangements, *see also Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.12*, *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.13* and *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.18*.
(e) Complete Surveys of machinery at five-yearly intervals, *see Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.20*. For alternative arrangements, *see also Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.21*, *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.23*, *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.26* and *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.27*.

1.1.2 For ~~vessels~~ craft assigned the **Laid-up** notation, in order to maintain the ~~vessel~~ craft in class a general examination of the hull and machinery is to be carried out in lieu of the Annual Survey/Intermediate Survey and in addition an Underwater Examination (UWE) is to be carried out in lieu of the Special Survey, *see Pt 1, Ch 3, 2.1 General 2.1.3*, *Pt 1, Ch 3, 5.1 General 5.1.4* and *Pt 1, Ch 3, 7.1 Annual, Intermediate and ~~Docking~~ Bottom Surveys 7.1.3.*

■ *Section 4*
~~Docking~~ Bottom Surveys – In Dry-Dock and ~~In-water~~ In-Water Surveys - Hull and machinery requirements

4.1 General

4.1.1 At ~~Docking~~ Bottom Surveys, ~~or In-water Surveys~~ the Surveyor is to examine ~~craft and machinery, so far as necessary and practicable, in order to be satisfied as to the general condition.~~ the outside of the craft's bottom and associated appendages, including rudders, propellers and thrusters.

4.2 ~~Docking Surveys~~ Bottom Surveys in Dry-Dock

4.2.5 Visible parts of the rudder, rudder pintles, rudder stocks and couplings and stern frame are to be examined. The pintles are to be examined either by removal of the inspection plates, or if considered necessary by the Surveyor, the rudder is to be lifted to enable examination. The clearances in the rudder bearings and pintles are to be measured. ~~Where considered necessary by the Surveyor rudders are to be lifted for examination of the stock.~~ The securing of rudder couplings and/or pintle fastenings is to be confirmed.

4.2.6 The sea chests, sea connections, scuppers and sanitary discharges, their attachments to the hull and the gratings at the sea inlets are to be examined.

4.2.7 ~~The propeller and fastenings are to be examined. The sternbush is to be examined as far as is practicable.~~ Visible parts of the propeller(s) and sternbush(es), are to be examined. The clearance in the sternbush and the efficiency of the oil gland, if fitted, are to be ascertained and recorded. For controllable pitch propellers, the Surveyor is to be satisfied with the fastenings and tightness of hub and blade sealing.

4.2.8 ~~The clearance in the sternbush or the efficiency of the oil glands is to be ascertained.~~ The clearance of any shaft bracket bearings is to be ascertained.

4.2.9 The inboard shaft seals or glands are to be examined. Where flexible ~~sternglands~~ stern glands are fitted, the satisfactory condition of the rubber hose and securing clips is to be confirmed.

4.2.18 To maintain an ***IWS** notation, at completion of each dry-docking the condition of the high resistance paint is to be confirmed, and, as applicable, satisfactory access arrangements to take the sternbush clearance and rudder pintle/bearing clearances are to be verified.

4.2.19 Where the anti-fouling system is changed completely, or partial repair is carried out affecting 25 per cent or more of the system, the coating specification and anti-fouling system is to be examined by the Surveyor in accordance with the *AFS - International*

Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS 2001) and *Ch 15 Corrosion Prevention* of the *Rules for Materials.*

4.3 ~~In-water~~ In-Water Surveys

4.3.1 The Committee will accept an ~~In-water~~ In-Water Survey ~~in lieu of the intermediate docking between Special Surveys required in a five year period~~ at alternate Bottom Surveys on craft where an ***IWS** notation is assigned, *see Pt 1, Ch 2, 3.8 Other hull notations 3.8.2*.

4.3.2 The Committee may accept an ~~In-water~~ In-Water Survey ~~in lieu of the intermediate docking between Special Surveys required in a five year period~~ at alternate Bottom Surveys on craft where suitable protection is applied to the underwater portion of the hull. If requested, an ***IWS** class notation may be assigned on satisfactory completion of the survey, provided that the applicable requirements of the Rules are complied with, *see also Pt 1, Ch 2, 3.8 Other hull notations 3.8.2*.

4.3.3 The ~~In-water~~ In-Water Survey is to provide the information normally obtained from the ~~Docking~~ Bottom Survey in dry-dock.~~, so far as is practicable.~~ However, for oil lubricated sternbush arrangements, the clearance in the sternbush is not required to be ascertained subject to the Surveyor confirming satisfactory operating history and condition data records (lubricating oil analysis, bearing temperature, lubricating oil consumption) and verifying satisfactory operation of the screwshaft.

4.3.4 Proposals for ~~In-water~~ In-Water Surveys are to be submitted in advance of the survey being required so that satisfactory arrangements can be agreed with LR.

4.3.5 The ~~In-water~~ In-Water Survey is to be carried out at agreed geographical locations under the surveillance of a Surveyor to LR, with the craft in sheltered waters; the in-water visibility and the cleanliness of the hull below the waterline is to be clear enough to permit a meaningful examination which allows the Surveyor and diver to determine the condition of the plating, appendages and the welding.~~ The Surveyor is to be satisfied that the method of pictorial presentation is satisfactory. There is to be good two-way communication between the Surveyor and the diver.~~ The Surveyor is to be satisfied with the methods of orientation of the divers on the plating, which should make use where necessary of permanent markings on the plating at selected points.

4.3.6 The ~~In-water~~ In-Water Survey is to be carried out by a qualified diver employed by a firm approved by LR. In addition, for certain aspects of the ~~In-water~~ In-Water Survey, consideration may be given to the use of a Remotely Operated Vehicle (ROV) operated by the LR approved firm.

4.3.7 The Surveyor is to be satisfied that the method of pictorial presentation is satisfactory. There is to be good two-way communication between the Surveyor and the diver.

~~4.3.7~~ 4.3.8 If the ~~In-water~~ In-Water Survey reveals damage or deterioration that requires early attention, the Surveyor may require that the craft be dry-docked in order that a fuller survey can be undertaken and the necessary work carried out.

~~4.3.8 Where a vessel has an ***IWS** notation, the condition of the high resistance paint is to be confirmed at each dry-docking in order that the ***IWS** notation can be maintained.~~

~~4.3.9 Some National Administrations may have requirements additional to those of *Pt 1, Ch 3, 4.3 In-water Surveys 4.3.1*.~~

■ *Section 5*
Special Survey - General - Hull requirements

5.1 General

5.1.3 A ~~Docking~~ Bottom Survey in accordance with the requirements of *Pt 1, Ch 3, ~~4.2~~ ~~Docking~~ Bottom Surveys - In Dry-Dock and In-Water Surveys – Hull and machinery requirements* is to be carried out as part of the Special Survey.

■ *Section 7*
Machinery surveys - General requirements

7.1 Annual, Intermediate and ~~Docking~~ Bottom Surveys

7.1.1 For Annual, Intermediate and ~~Docking~~ Bottom Surveys, *see* Sections *Pt 1, Ch 3, 2 Annual Surveys - Hull and machinery requirements*, *Pt 1, Ch 3, 3 Intermediate Surveys - Hull and machinery requirements* and *Pt 1, Ch 3, 4 ~~Docking~~ Bottom Surveys – In Dry-Dock and ~~In-water~~ In-Water Surveys - Hull and machinery requirements*.

Part 1, Chapter 4
Periodical Survey Regulations for Yachts

■ *Section 1*
General

1.1 Frequency of surveys

1.1.1 The requirements of this Chapter are applicable to the Periodical Surveys set out in *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys*. Except as amended at the discretion of the Committee, the periods between such surveys are as follows:

(a) Annual Surveys if required, *see Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.2*.

(b) Intermediate Surveys as required by *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.5*.

(c) ~~Docking~~ Bottom Surveys as required by ~~Ch 2,~~ *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.6* and *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.7*.

(d) Special Surveys at five-yearly intervals, *see Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.11*. For alternative arrangements, *see also* ~~Ch 2,~~ *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.12*, *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.13* and *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.18*.

(e) Complete Surveys of machinery at five-yearly intervals, *see Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.20*. For alternative arrangements, *see also Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.21*, *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.22*, *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.25*, *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.26* and *Pt 1, Ch 2, 4.5 Existing service craft and yachts - Periodical Surveys 4.5.26*.

1.1.2 For yachts assigned the **Laid-up** notation, in order to maintain the ~~vessel~~ yacht in class a general examination of the hull and machinery is to be carried out in lieu of the normal Intermediate Survey requirements and in addition an Underwater Examination (UWE) is to be carried out in lieu of the normal Special Survey requirements, *see Pt 1, Ch 4, 2.1 General 2.1.2*, *Pt 1, Ch 4, 4.1 General 4.1.5* and *Pt 1, Ch 4, 6.1 Intermediate and* ~~*Docking*~~ *Bottom Surveys 6.1.3*.

■ *Section 3*
~~Docking~~ Bottom Surveys and In-~~w~~Water Surveys - Hull and machinery requirements

3.1 General

3.1.1 At ~~Docking~~ Bottom Surveys ~~or In-water Surveys~~ the Surveyor is to examine the outside of the craft's bottom and associated appendages, including rudders, propellers and thrusters. ~~yacht and machinery, so far as necessary and practicable, in order to be satisfied as to the general condition.~~

3.2 ~~Docking Surveys~~ Bottom Surveys in Dry-Dock

3.2.1 Where a yacht is in dry-dock or on a slipway, it is to be placed on blocks of sufficient height and proper staging is to be erected as may be necessary, for the examination of the outside of the hull, rudder(s) and underwater fittings. The outside surface of the hull is to be cleaned as may be required by the Surveyor.

3.2.3 The following parts of the external hull structure are to be specially examined:

(a) For steel hulls attention is to be given to parts of the structure particularly liable to excessive corrosion and to any undue unfairness of the plating of the bottom. The coating system is to be examined and made good as necessary.

(b) For aluminium alloy hulls, attention is to be given to areas adjacent to any bimetallic connections at skin fittings, etc.

(c) For composite hulls, the gelcoat or other protective finish is to be examined for surface cracking, blistering or other damage which may impair the efficiency of the protection to the underlying laminate.

(d) For wood hulls, the condition of any caulking or sheathing is to be examined as applicable. The condition of external fastenings may require to be confirmed by removal at the discretion of the Surveyor.

(e) For sailing or auxiliary yachts fitted with external ballast, the attachment of bilge or centreline ballast keels is to be examined.

3.2.5 Visible parts of the rudder, rudder pintles, rudder stock and couplings and sternframe are to be examined. The pintles are to be examined either by removal of the inspection plates or if considered necessary by the Surveyor, the rudder is to be lifted to enable examination. The clearances in the rudder bearings and pintles are to be measured. Where considered necessary by the Surveyor rudders are to be lifted for examination of the stock. The securing of rudder couplings and/or pintle fastenings is to be confirmed.

3.2.6 The sea chests, sea connections, scuppers and sanitary discharges, ~~and overboard discharge valves,~~ their attachments to the hull and the gratings at the sea inlets are to be examined.

3.2.7 ~~The propeller and fastenings are to be examined. The sternbush is to be examined as far as is practicable.~~ Visible parts of the propeller(s) and sternbush(es), are to be examined. The clearance in the sternbush and the efficiency of the oil gland, if fitted, are to be ascertained and recorded. For controllable pitch propellers, the Surveyor is to be satisfied with the fastenings and tightness of hub and blade sealing.

3.2.8 ~~The clearance in the sternbush or the efficiency of the oil gland is to be ascertained.~~ The clearance of any shaft bracket bearings is to be ascertained.

3.2.9 The inboard shaft seals or glands are to be examined. Where flexible ~~sternglands~~ stern glands are fitted, the satisfactory condition of the rubber hose and securing clips is to be confirmed.

3.2.16 To maintain an ***IWS** notation, at completion of each dry-docking the condition of the high resistance paint is to be confirmed, and as applicable, satisfactory access arrangements to take the sternbush clearance and rudder pintle/bearing clearances are to be verified.

3.2.17 Where the anti-fouling system is changed completely, or partial repair is carried out affecting 25 per cent or more of the system, the coating specification and anti-fouling system is to be examined by the Surveyor in accordance with the *AFS - International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001* (AFS 2001) and *Ch 15 Corrosion Prevention* of the *Rules for Materials.*

3.3 ~~In-water~~ In-Water Surveys

3.3.1 The Committee will accept an ~~In-water~~ In-Water Survey ~~in lieu of the intermediate docking between Special Surveys required in a five year period~~ at alternate Bottom Surveys on yachts where an ***IWS** notation is assigned, *see Pt 1, Ch 2, 3.8 Other hull notations 3.8.2.*

3.3.2 The Committee may accept an ~~In-water~~ In-Water Survey ~~in lieu of the intermediate docking between Special Surveys required in a five year period~~ at alternate Bottom Surveys on yachts where suitable protection is applied to the underwater portion of the hull. If requested, an ***IWS** class notation may be assigned on satisfactory completion of the Survey, provided that the applicable requirements of the Rules are complied with, *see also Pt 1, Ch 2, 3.8 Other hull notations 3.8.2.*

3.3.3 The ~~In-water~~ In-Water Survey is to provide the information normally obtained from the ~~Docking~~ Bottom Survey in dry-dock, so far as is practicable. However, for oil lubricated sternbush arrangements, the clearance in the sternbush is not required to be ascertained subject to the Surveyor confirming satisfactory operating history and condition data records (lubricating oil analysis, bearing temperature, lubricating oil consumption) and verifying satisfactory operation of the screwshaft

3.3.4 Proposals for ~~In-water~~ In-Water Survey are to be submitted in advance of the survey being required so that satisfactory arrangements can be agreed with LR.

3.3.5 The ~~In-water~~ In-Water Survey is to be carried out at agreed geographical locations under the surveillance of a Surveyor to LR, with the yacht in sheltered waters; the in-water visibility is to be good and the hull below the waterline is to be clean. ~~The Surveyor is to be satisfied that the method of pictorial presentation is satisfactory. There is to be good two-way communication between the Surveyor and the diver.~~ The Surveyor is to be satisfied with the methods of orientation of the divers on the plating, which should make use where necessary of permanent markings on the plating at selected points.

3.3.6 ~~Diving and In-water Survey operations are to be carried out by firms recognised by the Committee. Continued recognition by the Committee will be dependent on the standard of workmanship by the firm being maintained to the satisfaction of LR's Surveyors.~~ The In-Water Survey is to be carried out by a qualified diver employed by a firm approved by LR. In addition, for certain aspects of the In-Water Survey, consideration may be given to the use of a Remotely Operated Vehicle (ROV) operated by the LR approved firm.

3.3.7 The Surveyor is to be satisfied that the method of pictorial presentation is satisfactory. There is to be good two-way communication between the Surveyor and the diver.

~~3.3.7~~ 3.3.8 If the ~~In-water~~ In-Water Survey reveals damage or deterioration that requires early attention, the Surveyor may require that the yacht be dry-docked in order that a fuller survey can be undertaken and the necessary work carried out.

~~3.3.8 Where a yacht has an ***IWS** notation, the condition of the high resistance paint is to be confirmed at each dry-docking in order that the ***IWS** notation can be maintained.~~

~~3.3.9 Some National Administrations may have requirements additional to those of *Pt 1, Ch 4, 3.3 In-water Surveys 3.3.1*.~~

■ Section 4
Special Survey - General - Hull requirements

4.1 General

4.1.3 A ~~Docking~~ Bottom Survey in accordance with the requirements of *Pt 1, Ch 4, 3~~.2 Docking~~ Bottom Surveys - In Dry-Dock and In-Water – Hull and machinery requirements* is to be carried out as part of the Special Survey.

4.3 Examination and testing - General

4.3.11 Ship side valves (i.e. sea connections, scuppers and sanitary discharges) are to be tested once reassembled.

■ *Section 6*

Machinery surveys - General requirements

6.1 Intermediate and ~~Docking~~ Bottom Surveys

6.1.1 For Intermediate and ~~Docking~~ Bottom Surveys, *see Sections Pt 1, Ch 4, 2 Intermediate Surveys - Hull and machinery requirements* and *Pt 1, Ch 4, 3 ~~Docking~~ Bottom Surveys – In Dry-Dock and ~~In-water~~ In-Water Surveys - Hull and machinery requirements.*

■ *Section 12*

Surveys of unclassed machinery in existing classed yachts

12.2 Intermediate and ~~Docking~~ Bottom Surveys

12.2.1 For Intermediate and ~~Docking~~ Bottom Surveys, *see* Sections *Pt 1, Ch 4, 2 Intermediate Surveys - Hull and machinery requirements* and *Pt 1, Ch 4, 3 ~~Docking~~ Bottom Surveys and ~~In-water~~ In-Water Surveys - Hull and machinery requirements*.

12.3 Complete Surveys

(Part only shown)
12.3.1 At each Special Survey of the hull the requirements of *Pt 1, Ch 4, 12.2 Intermediate and ~~Docking~~ Bottom Surveys 12.2.1* and the following are to be complied with:

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